



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

THE POLAR CAMPAIGN.

BY J. SCOTT KELTIE, LL.D., SECRETARY OF THE ROYAL GEOGRAPHICAL SOCIETY.

THE activity which has been displayed during recent years in polar exploration, North and South, is perhaps unprecedented since the days of the great Franklin Search Expeditions, half a century ago. In view both of what has been done in the past, and of the many items in the programme which is now being executed, it is evident that polar exploration, or at least its pioneer stage, must soon draw to a close. Already, indeed, the lands and seas that lie to the north of the Arctic Circle may be said to be known in their main outlines. In the way of geographical discovery, comparatively little, so far as can be judged, remains to be done; though, of course, of many areas our knowledge is of the most superficial character, and doubtless it will be long before all of them are represented on the map in any considerable detail. There still remains to be achieved, also, what in the popular estimation is the chief end of all polar exploration—the attainment by man of the most northerly spot on the earth's surface. The natural result is well reflected in the general character of the expeditions which now direct their course towards the North Polar area.

It is not the accomplishment of the Northwest or the Northeast Passage, or the discovery and exploration of new lands, which tempts the adventurous to engage in enterprises of this nature. The goal before their eyes is the Pole itself. That is no longer a subsidiary, but avowedly the main, object with which a large proportion of North Polar enterprises are now organized; as first one explorer and then another have to admit defeat, and others come forward to take their places, interest in the contest deepens. In the Antarctic region the situation is different.

There is not as yet the same anxiety to reach the South Pole as the North. At present, we possess but a scanty knowledge of even the outskirts of the South Polar area, and the exploration and scientific investigation of the fringe of the great southern continent—if continent it be—not only furnishes the serious explorer with ample opportunities for useful work, but provides abundance of food for the gratification of the curiosity, and the hunger for “records,” of the general public.

In taking a brief survey of the expeditions actually operating in the Polar regions, and of prospective expeditions to those fields of exploration, it is not possible to do more than glance at each individual enterprise. In the north, Baron Ed. von Toll has not yet returned from the expedition to the New Siberian Islands, lying to the north of Eastern Siberia, on which he set out in the summer of 1900. Baron Toll purposed on this expedition to explore the northern portion of the archipelago, and to settle the question of the existence of the hypothetical Sannikoff Land. Besides himself, Baron Toll's vessel, the “Sarya,” carried a competent scientific staff of some half a dozen members, and a crew of about a dozen men. During the summer of 1900, the expedition proceeded round North Cape to the Kara Sea, and thence to the western shores of the Taimyr Peninsula, where the “Sarya” passed the winter of 1900–01. It was not until near the end of August, 1901, that the “Sarya” got free from the ice and was able to make her way in the direction of the New Siberian Islands. Seal Bay, in Kotelnoi Island, was reached two or three weeks later, and there the vessel again went into winter quarters. In the summer of 1902 Baron Toll, with Mr. F. G. Seeberg, the astronomer and magnetician of the expedition, and a couple of Yakuts, left the “Sarya” with the object of making his way to the little-known Bennett Island, to the northeast of Kotelnoi. As he did not return to the vessel, and the “Sarya” was unable to make her way to Bennett Island, the main expedition was obliged to leave Baron Toll and his companions to winter alone, going itself into winter quarters in the delta of the Lena. Two relief sledge-expeditions were, however, despatched to his assistance during the past summer. According to the latest information, this search has been fruitless. From papers found on Bennett Island, it would seem that Toll left it in November, 1902, going southward. Great apprehension is entertained as to his fate.

To the west of Baron Toll's field of operations, an American expedition, financed by the multi-millionaire, Mr. William Ziegler, is engaged in an attempt to reach the North Pole by way of the Franz-Josef Land route. This, it will be remembered, is the second expedition which Mr. Ziegler has despatched, with instructions to spare neither money nor pains in the effort to plant the Stars and Stripes on the Pole. In 1901, Mr. Evelyn Baldwin sailed north at the head of an expedition on board the "America," purposing to winter, if possible, near the 81st parallel, and to make a dash for the Pole in the summer of 1902. But from the outset failure waited on the plans of the expedition, and Mr. Baldwin deemed it advisable to return during the summer of 1902. Baffled but not beaten, Mr. Ziegler reorganized his forces, and again despatched the "America" northwards. The leader of the second expedition is Mr. Anthony Fiala, and all his subordinates are reported to be American citizens. Most of the crew are American whalers. For purposes of navigation, the ship is in charge of Captain Edward Coffin, but the second in command of the expedition is stated to be a member of the United States Geological Survey, Mr. Peters, appointed by the National Geographical Society of Washington, at Mr. Ziegler's request, to take charge of the scientific work and to act as the Society's representative. In all, the members of the expedition are some thirty-five in number. The plan seems to be, as before, to make Franz-Josef Land the base for a dash to the Pole.

In the Western Hemisphere a very interesting expedition commenced its labors last summer under the leadership of a young Norwegian explorer, Captain Roald Amundsen. Captain Amundsen was a member of the Belgian Antarctic expedition under Commander Gerlache, and whilst taking part in that enterprise conceived the idea of attempting, on his return to Europe, to organize an expedition with the object of re-locating the North Magnetic Pole, the position of which was fixed for the first time in 1831, by Commander (afterwards Sir) James Clark Ross, on the western shore of Boothia Felix, in latitude $70^{\circ} 5' N.$, longitude $96^{\circ} 47' W.$ The view that now generally finds favor is, that the position of the North Magnetic Pole is not stationary, and the series of careful magnetic observations which Captain Amundsen proposes to take in the region where Ross made his great discovery is likely to prove of considerable scientific value. The

young Norwegian has spared no pains to qualify himself for the task, and in the summer of 1901 made a preliminary trip in the tiny ice-yacht which he has purchased, the "Gjøa," a vessel of only 47 tons register, but one of the strongest of the Norwegian Arctic whaling fleet. Dr. Nansen has spoken in the highest terms of the observations on the East Greenland current which Captain Amundsen made during this trip. The smallness of the "Gjøa" will, it is believed by many authorities, prove an advantage among the drift-ice that blocks the narrow channels which separate one from another the maze of islands, large and small, lying to the north of the North-American continent. All told, the members of the expedition number some eight men. If all has gone well, it should be now wintering on the south shore of King William Land. On the way, a party of two men is to be landed on Boothia Felix, if the observations indicate that this is still the area in which the North Magnetic Pole is situated. They will be provisioned for two years, and have the materials for establishing a magnetic observatory and for building a hut to live in. This spring, a number of sledge-expeditions are to be made from the ship, and Captain Amundsen hopes himself to fix the exact location of the Magnetic Pole. During the summer, efforts will be made to push westwards in the "Gjøa" to winter quarters on the south side of Victoria Land, and the spring of 1905 is to be devoted to the exploration of the surrounding region. In the autumn, the station on Boothia Felix will be dismantled, and thenceforward the endeavors of the expedition will be directed to forcing the Northwest Passage, which has only once been made in its entirety—and then in the reverse direction—by Captain Robert McClure, in 1850--53. Two summers, Captain Amundsen hopes, will suffice to complete his task; before the end of the year 1907 he looks forward to the satisfaction of passing through Bering Strait into the Pacific Ocean. Whether this ambitious programme will be possible of accomplishment remains to be seen. In any case, it is confidently anticipated that valuable magnetic, geographical, and other scientific work will be done by the expedition.

Of prospective expeditions in the North Polar area, perhaps the most important is that which Commander Robert E. Peary has in view. With the exception of Dr. Nansen, no Arctic explorer has to-day a reputation equal to that which Peary enjoys.

Since 1891, he has continuously been engaged in the work of North Polar exploration, and twice on his last expedition he broke all records for the Western Hemisphere, reaching a latitude of $83^{\circ} 50'$, N., in 1900, and a latitude of $84^{\circ} 17'$, N., in 1902. Though he cannot be said to have come within measurable distance of success in his efforts to reach the Pole, Commander Peary is confident that he will yet reach his goal. The Peary Arctic Club has been reorganized for the purpose of financing the new enterprise, and it may be taken for granted that Peary will be sent north at the head of an admirably equipped expedition.

The expedition which the Canadian, Captain Bernier, is anxious to attempt to lead to the North Pole, cannot be spoken of with the same assurance. The definite announcement that Peary had obtained official leave of absence in order to renew his attempt, seemed to arouse the supporters of the Canadian project to fresh activity. At any rate, the announcement was speedily followed by a cable message from the Dominion, stating that Lord Strathcona had subscribed £1000 towards the funds of the Bernier expedition, and that the total subscriptions now amounted to £12,000, while it was hoped that a vessel would be provided by the Canadian Government. But it is nearly three years since Captain Bernier made his plans public, and sought for financial assistance in carrying them out; and it does not yet seem assured that the expedition will be ready to start this year. Captain Bernier is an energetic Canadian sailor, with no special scientific training; but he fully appreciates the importance of the scientific work to be accomplished by Arctic expeditions. Briefly, his aim is to enter the Polar ocean by way of Bering Strait, run his vessel into the ice some hundreds of miles to the east of the point where the "Fram" joined the pack, and then drift with the current. In this way he hopes that his ship will be carried farther north than was the "Fram," possibly over the Pole itself—at any rate, near enough to it to enable a party to leave the ship with a prospect of reaching the Pole over the ice.

Rumors of other prospective expeditions with the North Pole as their objective have found currency. No great importance, however, need be attached to such schemes as that brought forward by two German scientists, Dr. School and Dr. Anschulz-Kämpfe, who propose to make their way north under the ice in a submarine. Apart from these schemes, there is, of course, al-

ways a certain amount of scientific work being done in the Arctic regions. Russians and Swedes are continually conducting investigations in Spitzbergen and Novaya Zemlya; and, though these labors may be of no particular general interest, they are not without scientific value, apart altogether from the additions that accrue to our geographical knowledge of still imperfectly known areas. In Greenland, too, the activity of the Danes is always more or less in evidence; and during the past two seasons there has been at work along the west coast an unusually interesting expedition comprising Mr. Mylius Erichsen, a well-known Danish literary man, Count Moltke, and Mr. Knud Rasmussen, who, while not neglecting geographical work where opportunity presented itself, have had for their main object the investigation of the manners, customs, beliefs and folk-lore of the Eskimo, before the mode of life and manner of thought of these people become essentially changed by contact with European civilization.

As to the comparative value of all these expeditions, it must be remembered that the problem of Arctic geography has now been solved in its main outlines; and in this connection no great discoveries, such as have resulted from earlier expeditions, are to be looked for in the future. No doubt, however, there is still much valuable, patient scientific work to be done in the North Polar regions; and, in particular, it would be of importance to get soundings of the polar seas where such observations have not yet been taken. But it is to be feared that not much is likely to be done in this respect by expeditions whose main object is to reach the Pole.

In the Antarctic region, there has been a great outburst of exploring energy during the past three years. A very few words will suffice to recall the work and position of the English National Expedition. The "Discovery" left Lyttelton, New Zealand, on Christmas Eve, 1901, pushed south through the ice-pack, and down the east coast of Victoria Land, to the edge of the great ice-barrier. Turning east, the expedition followed the barrier, passed the farthest point reached by Ross in this direction in 1842, and discovered new land which was named King Edward VII. Land. At a point in latitude 76° , S., longitude $152^{\circ} 30'$, W., Captain Scott deemed it advisable to retrace his steps, and the expedition returned to the neighborhood of Mounts Erebus and Terror, which were found to be

situated on an island. Winter quarters were taken up on the south of this island, in McMurdo Bay. Valuable scientific records continued to be kept during the winter; and in September, 1902, commenced a series of excursions from the ship which resulted in the addition of a vast amount of information to our knowledge of this section of the South Polar area. On one of these excursions, Captain Scott, Lieutenant Shackleton and Dr. Wilson pushed due south and succeeded in reaching latitude $82^{\circ} 17'$, S., 163° , E., establishing a record for the farthest south, which beat the previous best by more than 250 miles. On his return to the "Discovery" in February, 1903, after an absence of some three months, Captain Scott found that an expedition had been sent to his assistance under the command of Captain Colbeck, on board the "Morning." Contrary to anticipation, the ice in McMurdo Bay did not break up so as to allow the "Discovery" to make her escape; and, after transferring a supply of stores and provisions to the "Discovery" from the "Morning," Captain Colbeck had to return alone to New Zealand. Now he is making his way once more to the regions south of the Antarctic Circle. The Admiralty has taken charge of the relief operations, and in company with the "Morning" has despatched to Captain Scott's assistance a second vessel, the "Terra Nova," under the command of Captain Harry Mackay. It is understood that instructions are being sent to Captain Scott to return without fail this year, bringing with him all the men under his command, whether the "Discovery" gets free from McMurdo Bay or not. This year, therefore, will in all probability see the conclusion of the National Antarctic Expedition.

The German National Expedition has already completed its labors in the South Polar area. The desire has been expressed in German geographical circles that the "Gauss" should be allowed to spend another year in the Antarctic region, for the purpose of completing its investigations; but, since the "Gauss" has been permitted to return to Europe, and is now for sale, it may perhaps be inferred that the proposal for renewing the work is not favored in official quarters. The results hitherto obtained by the German expedition have been solid rather than brilliant. The field of its operations lay to the west of that where the British expedition has been at work. It was the last day of January, 1902, before the "Gauss," which left Germany about

a week after the "Discovery" sailed from England, reported from Kerguelen Island on the last stage of its voyage to the South Polar regions. A party was left on the island for the purpose of taking scientific observations. The "Gauss" proceeded eastwards, and in three weeks' time found herself imprisoned in the ice some miles north of the Antarctic Circle, and just west of the 90th meridian of east longitude, which is the dividing line between what geographers are agreed in calling the Victoria and Enderby Quadrants. Land lay about fifty miles to the south of this position; and, before winter finally set in, a number of sledge-expeditions were carried out in that direction. The most prominent feature in the landscape, and the objective of most of the excursions, appears to have been a bare volcanic peak, some 1200 feet in height, which received the name of Gaussberg. Magnetic, meteorological and astronomical stations were established; and, at these, valuable series of observations were recorded throughout the winter. Oceanographical and other scientific work also received careful attention. With the return of spring, towards the end of 1902, the sledging trips were renewed; but no very long journeys seem to have been made. The "Gauss" was released from her winter quarters on February 8th, 1903, and commenced to explore the region to the west; but when, just two months later, Dr. von Drygalski, the leader of the expedition, ordered the vessel to be steered clear of the ice and a course laid for Kerguelen Island, the expedition had only advanced to $79^{\circ} 33'$, E. longitude, and was $2'$ north 65° S. If, however, the geographical discoveries of the expedition are comparatively small, the other scientific results will, no doubt, do credit to German thoroughness and accuracy and expert knowledge.

Apart from these two expeditions, the energy of South Polar explorers has been concentrated on one region—the area to the south of South America. In that section of the Antarctic field have been engaged both the Scottish and the Swedish expeditions, which complete the tale of the main body of the forces engaged in the great international assault which has been delivered on the defences of the South Pole. To the rescue of the Swedish expedition, however, were despatched, in the autumn of 1903, certain auxiliary forces—Swedish, French and Argentine,—from which a measure at least of independent work may be expected. Dr. Nordenskiöld, it will be recalled, left

Sweden in the autumn of 1901, at the head of a scientific expedition, numbering in all some thirty members, including a competent scientific staff. Early in the new year, the "Antarctica," as Dr. Nordenskiöld's vessel was called, left Staten Island, where the Argentine Government had established a magnetic observatory which was to be worked in conjunction with the various expeditions engaged in the exploration of the South Polar area. The first Antarctic land that was sighted was King George Island, in the South Shetland group. Thence the Swedish expedition proceeded down the west coast of Louis-Philippe Land. This territory was found not to be an island, but the northern extremity of Graham Land. Proceeding north again, the expedition rounded Louis-Philippe Land and made its way down the east coast. It was found impossible, however, to push very far south; and, eventually, a wintering party, consisting of Dr. Nordenskiöld himself and five companions, including an officer of the Argentine navy, was landed on the shores of Admiralty Inlet, in Snow-Hill Land, south of Cockburn Island, just south of the 64th parallel. On February 21st, 1902, the "Antarctica" left the wintering station, which was provisioned for eighteen months, and made her way north to Tierra del Fuego, and thence to the Falkland Islands, where at Port Stanley she was joined at the end of March by Dr. J. Gunnar Andersson, the acting scientific commander of the expedition during Dr. Nordenskiöld's absence. During the winter, valuable scientific work was carried out in the South Georgia Islands, among the Falkland group, and between the latter islands and Tierra del Fuego. In November, 1902, the "Antarctica" proceeded south once more *via* the South Shetland Islands, on her way to Snow-Hill Land. News of her return, with Dr. Nordenskiöld and his companions on board, was expected at the end of February or early in March, 1903, but the Antarctic summer came to a close, and winter set in without any news of the expedition being received. In these circumstances, though no very serious alarm was felt for the safety of the Swedish explorers, the duty of despatching a search expedition became incumbent on the Swedish Government, and in the middle of August last the "Frithjof," under the command of Captain Gylden, left Stockholm, bound for the Antarctic lands and seas which Dr. Nordenskiöld had selected as the field of his operations. As has already been indicated, however, French and Ar-

gentine expeditions were also organized with the object, in part at any rate, of rendering Dr. Nordenskiöld and his companions such assistance as they might be found to be in need of.

Special interest attached to the Argentine expedition. It was decidedly a national enterprise. The vessel of the expedition, the "Uruguay," was a gunboat of the Argentine navy, was commanded by an officer of the Argentine navy, Commander Irizar, and was despatched at the expense of the Government. In more ways than one, the Argentine Government had rendered substantial assistance to the Swedish expedition; and, apart altogether from the fact that an Argentine officer was among Dr. Nordenskiöld's companions, the expedition under Commander Irizar is a proof of a newly awakened interest on the part of the republic in the exploration of the lands and seas which lie to the south of its territories. No pains were spared to ensure the success of the expedition. Commander Irizar, who was Naval Attaché to the Argentine Legation in London, sought the best advice he could get regarding the equipment of the "Uruguay" and had several interviews with Lieutenant Shackleton, of the British Antarctic expedition.

It is a matter for satisfaction that the Argentine Republic, in this, its initial enterprise in South Polar exploration, should have had the reward of effecting the rescue of the Swedish expedition. Starting south before either the French or the Swedish relief expedition commenced the real search, Commander Irizar found, on reaching Louis-Philippe Land, that the "Antarctica" had been crushed by the ice in Erebus and Terror Gulf, on the north-east coast of Louis-Philippe Land, early in 1903. Two members of the staff, without provision or equipment of any kind, wintered on a desolate island, while the rest of those on board had to spend the winter on another island. The two parties were ignorant of each other's fate, and Dr. Nordenskiöld knew nothing of what had happened till both parties turned up at Snow-Hill just as the "Uruguay" arrived to rescue the expedition. Fortunately Commander Irizar found all the members of the expedition safe, with the exception of one sailor who died subsequent to the loss of the vessel, and all were carried on board the "Uruguay" back to the Argentine Republic, whence they reached Europe in January. Dr. Nordenskiöld made several sledge expeditions, one from Snow-Hill Land in a southwesterly direction, reaching the 66th

parallel and making considerable additions to our knowledge of the geography of the region. Important series of scientific observations were also made during the long period of upwards of eighteen months that a station was established at Snow-Hill Land. Numerous soundings were taken and valuable collections were made, though, unfortunately, most of these were lost in the "Antarctica." Violent gales were experienced during nearly the whole period, and some remarkably low temperatures were noted.

The "Uruguay" was provisioned for two years, and the programme of the Argentine expedition included, besides the relief of Dr. Nordenskiöld and his companions, the scientific exploration of the lands and seas to the south of South America, where though much has been done, much more remains to be done. It is not unlikely, therefore, that the "Uruguay" will again make her way south, but on this point nothing is yet known. A similar remark applies to the Swedish relief expedition. The object Captain Gylden had in view was, of course, primarily the rescue of his compatriots. But he also was prepared to carry out independent scientific work, during the open season of 1903-4 at any rate. He himself is Professor of Hydrography at the Norwegian naval school, and the "Frithjof" was specially manned and equipped with a view to the recording of scientific observations. The "Frithjof" visited the scene of the wreck of the "Antarctica," but found no trace of the vessel; she is, no doubt, now carrying out her scientific work.

As to the French expedition on board the "Français," under Dr. Jean Charcot, the relief of Dr. Nordenskiöld was only an incidental part of its programme. It was originally intended that the expedition should operate in the North Polar area. National pride, however, demanded that France should not stand on one side when so many other nationalities were engaging in the work of South Polar exploration. Half the funds of the expedition have been provided by Dr. Charcot himself, contributions have been voted by the French Chambers and the Municipal Council of Paris, and the balance has been provided by public subscription. The expedition has been organized by a committee of which the Prince of Monaco is one of the members, and the second in command is Commander Gerlache, formerly leader of the Belgian Antarctic expedition, though according to latest accounts Captain Gerlache and a member of the scientific staff have

quarrelled with Dr. Charcot and left the expedition. The field in which the French expedition will operate is the region between the areas in which the British and Swedish expeditions have been at work—that is, the region west of Graham Land and east of Ross's great ice-barrier. A careful examination will be made of the inlets of the coast, for the purpose of selecting winter quarters, to which a retreat will be made in the first half of March. In the southern spring of 1904, and summer of 1904-5, further exploring expeditions will be made, while varied scientific work will be carried out continuously.

It remains only to add a word with reference to the Scottish expedition. This is under the command of Mr. W. S. Bruce, who is assisted in the scientific work by a competent staff of half a dozen trained observers. The vessel, the "*Scotia*," a Norwegian whaler rechristened and practically reconstructed, is in charge of Captain Thomas Robertson, who has had long experience both in Antarctic and, particularly, in Arctic seas. Oceanography and meteorology are the branches of work to which the expedition is devoting special attention. Originally, it was intended that the expedition should strike south from the Sandwich Islands, which lie some thirty degrees of longitude east of the scene of the labors of the Swedish expedition. But, like most other expeditions, the Scottish enterprise was late in starting, and January, 1903, was approaching its close before the "*Scotia*" left the Falkland Islands. News of the return of the expedition to Buenos Aires was received in the middle of December. Mr. Bruce reports a rich harvest of results. The "*Scotia*" did not winter in a high southern latitude, finding quarters in the South Orkney Islands. But in the voyage made by the vessel before a wintering station was established, a wide area was covered, and the expedition reached latitude $70^{\circ} 25'$ South. The results of the expedition confirm the researches of Sir James Clark Ross in the same region. Among the scientific investigations carried out, the oceanographical work stands out very prominent. Four thousand miles of unexplored ocean were hydrographically surveyed, and in one spot a depth of 2700 fathoms was recorded. The expedition has not, however, yet concluded its labors, and additional funds having been procured the "*Scotia*" has again proceeded southward, with an addition to its staff of four Argentine scientific experts.

And now, briefly, what is likely to be the net result of this great outburst of exploring energy in the South Polar area? East and west and south of the great ice-barrier, the British expedition has made extensive discoveries: and German, Swedish, Scottish, French and Argentine explorations should add largely to our knowledge of the region south of South America. But, while there is no occasion to depreciate the extent and importance of the work which has been and will be accomplished during the campaign now in progress, it must be admitted that when all the forces at present in the field have withdrawn from the contest we shall still have an imperfect idea of the configuration of the great southern continent, if continent it be. If the circle round be taken, the work of the English National Expedition, so far as yet known, extends roughly over fifty degrees of longitude, from 160° , E., past 180° , to 150° , W., that is, about one-seventh of the circle. The German expedition covered only some ten degrees of longitude, roughly from 90° , E., to 80° , E., while the crowd of expeditions south of Cape Horn will do well if they explore the whole of the region, say an eighth of the circle, between the Sandwich Islands, east of the 30th meridian of west longitude, and Alexander I. Land, west of the 70th meridian. In other words, the investigations of the National Expedition extend over rather less than a third of the Ross Quadrant, and a still smaller section of the Victoria Quadrant; the "Gauss" covered, in the exploring stage of her long voyage, about a tenth of the Enderby Quadrant; and Swedish, Scottish, French and Argentine expeditions will probably explore from a quarter to a half of the Weddell Quadrant. But, while there are still vast stretches of Antarctic lands and seas which invite the attention of the explorer in search of new fields to conquer, while relatively our knowledge of the South Polar area is still extremely small, actually much has been done. Captain Scott and his companions have performed a brilliant piece of exploring work, giving character to large spaces on the map that formerly were blank; and all the expeditions have garnered, or are garnering, a rich harvest of scientific observations, which cannot fail to be of great theoretical importance and, it is hoped, of some practical value.

J. SCOTT KELTIE.